(d) if so, the details thereof and the reasons therefor; and

(e) the steps taken by Government to curb the arbitrariness of such airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Air India and its subsidiary, Air India Express operate regular services to/from Rajasansi Airport, Amritsar linking Amritsar with Delhi within India and London, Toronto, Sharjah and Dubai internationally. Further, Amritsar is already available as a point of call to many foreign countries which include Slovak Republic, Russia, Ukraine, Kyrghystan, Turkmenistan, Singapore, Uzbekistan, Iran, Jordan, Afghanstan, Brunei, Cambodia, Malaysia, Thailand, Vietnam, Bangladesh, Maldives, Sri Lanka, Bhutan, USA, UK, Mexico, Chile, Israel and Qatar. Government is aware that some international airlines have discontinued their flights to/from Amritsar. However, actual operations by airlines are based on commercial viability and priorities.

Night landing facility at Kanpur airport

122. SHRI MAHENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is aware that there is inadequate night landing facilities at Kanpur (Chakeri) airport and the sole flight to Kanpur is frequently diverted to Allahabad or Lucknow;

(b) if so, what Government is doing to improve infrastructure at Kanpur airport;

(c) whether Government would introduce airbus on this route; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Kanpur (Chakeri) airport belongs to Indian Air Force (IAF). Airports Authority of India (AAI) maintains a Civil Enclave at this airport to handle civil traffic. ATC facilities are also provided by IAF. The airport is equipped with basic night landing facilities, which are adequate for IAF operations.

(c) and (d) At present, Alliance air is operating six flights a week to Kanpur from Allahabad and Delhi with ATR aircraft. The type of aircraft to be operated by airline on a particular route is decided by them in their commercial judgement depending upon traffic, availability of aircraft etc. Air India presently has no plans to introduce airbus services to Kanpur due to capacity constraint.

FDI in aviation sector

123. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Aviation Sector has slowed down to 5 per cent growth after witnessing 35 per cent growth in the past two years;

(b) whether cash-starved private carriers are advocating easing of investment rules so as to allow their foreign peers to pick stake in domestic carriers; and

(c) whether Government who holds 100 per cent equity in Air India would consider to allow Foreign Direct Investment (FDI) in domestic carriers to help the aviation sector to tide over the crisis caused due to low yields and fewer passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. The domestic passenger growth has declined to negative 5.1% during the year 2008 as compare to growth of 46.5% and 32.5% in the full calendar year 2006 and 2007 respectively.

(b) Yes, Sir.

(c) The proposal to allow foreign airlines to invest in domestic airline is being examined.

Determination of flight path of aircrafts

124. SHRI S.S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is mandatory for aircrafts, when airborne, to fly only along the flight - path/altitude pre-determined or as per Air Traffic Controller (ATC)'s direction;

(b) if so, the salient features of the mechanism available with the authorities for monitoring the flight-path being cruised by each domestic and international aircrafts in the respective regions of the country;

(c) the steps taken reflecting to detection of deviation from the pre-charted route whenever resorted to by any aircraft, indicating the possible time-gap between such detection and reflective action;

(d) the past instances of occurrence of such flight-path deviations; and

(e) the actions taken in respective instances?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Aircraft fight path is monitored with the help of radars, ADS(C) and position reports given by aircraft through VHF or HF in the area of non-radar coverage.

(c) to (e) Whenever deviation is unavoidable due to bad weather conditions, especially during monsoon Reason, or any other compelling reasons from the safe aircraft operations point of view, the aircraft normally request ATC for such deviation indicating the extent of time/ distance, which is authorized by ATC immediately after sorting out the other conflicting traffic. The aircraft regains original flight path as soon as it is clear of bad weather or any other compelling circumstances and report to ATC. Such situations are handle in accordance with the Standard Operating Procedures of ICAO.

Delay in air services

125. SHRIMATI BRINDA KARAT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for the frequent delay in landing and take off of aircrafts in the country; and

(b) the steps taken by Government to improve the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The primary reasons for delay in landing and operation of aircraft are: